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Section II

# The Morning Astorian.

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## Astoria, the Western Seaport



COLUMBIA RIVER  
Width 6 to 9 miles from mouth to 30 miles above.  
Room for the shipping of the world.

**A**STORIA is the seaport of Oregon, and the best situated entrepot on the entire Pacific coast. Located at the mouth of the mighty Columbia river, with an empire of wealth behind it, the city is destined soon to become an important American metropolis, handling the commerce of the millions in the Orient and controlling the shipping of the western ocean. Almost 92 years have rolled by since the site of Astoria was selected, but the wisdom of the choice of the pioneers who braved the dangers incident to the voyage to the unknown western country has been fully established.

Astoria takes its name from America's first great financier, John Jacob Astor, whose rare foresight told him that the west was some day to become a most important part of our country. Encouraged by the assistance lent him by President Jefferson, Mr. Astor dispatched two expeditions to the west in 1810, the ship *Tonquin* sailing from New York July 8, and an overland party departing from St. Louis October 21. The *Tonquin* arrived off the Columbia river on March 22 of the year following her departure and three days later entered the river. On April 15, 1811, the real date of Astoria's beginning, the site for the town was selected. A small fort was built, gardens planted, dwellings erected, and the settlement christened Astoria, for the intrepid financier who had launched the gigantic undertaking. With the completion of the post, the stars and stripes were raised over a Pacific coast settlement for the first time. Less than six years previously Captains Lewis and Clark had arrived at the great western ocean and made their winter quarters on the stream, a few miles southwest of the city, that bears their names. The overland expedition sent out by Mr. Astor reached Astoria February 13, 1812, and eagerly sought refuge in the home that had been provided by the crew of the *Tonquin*.

Astoria was an American post until December 12, 1812, when the British war-

ship *Raccoon* compelled the Americans to evacuate. October 6, 1813, the settlement reverted to the United States under the treaty of Ghent.

The constitution of the United States, framed more than 125 years ago, has proven to be a most remarkable creation, serving as it has to govern a nation of independent people with so few amendments. But the foresight of its framers was not more remarkable than that of the projectors of the Astoria enterprise, who saw in the future a vast trade opening up for our country with the nations of the far east. That oriental traffic was the dream of Astor's life just as our financiers of today are seeking to control it.

A somewhat peculiar combination of circumstances has been the means of retarding the growth of the city of Astoria for many years. When the first rush to the northwest was made, three transcontinental railroads were built to the north-west coast, two terminating on Puget sound and the third having its terminal at Portland. The extent of the western rush proved a disappointment to railroad interests, with the result that, after a short struggle for traffic, an arrangement was entered into whereby the business was equally divided. The railroad terminating at Portland enjoyed the advantage of a down grade from the great grain-growing sections, whereas the roads terminating on the sound were compelled to haul over two mountain ranges; and it was shown in The Astorian during the memorable common-point discussion that the Oregon road was able to haul grain from inland empire points to the seaboard for about one-fifth the cost to the sound roads. Matters were somewhat equalized, however, on account of the less advantageous seaport facilities of the Oregon road.

Up to the present time the railroads have not utilized the most desirable Pacific port, their interests being harmonious, but there promises soon to come a clash in the fight for the vast

trade of the far east. When that clash comes, Astoria harbor will be utilized to its fullest extent, and there is no denying the most favorable grades, with ample harbor accommodations, the bulk of the business must of necessity be done here. Extensive plans have been prepared for improvement of the entrance to the Columbia, where a depth of 40 feet at low water is to be provided, by means of an extended jetty and dredging operations. The latest movement in the railroad world indicates that the Harriman system is to seek an outlet at Astoria, which, being a fresh-water harbor and of closer proximity to the Orient than any other Pacific coast port, will become the chief trade mart of the commerce for which billions are fighting.

Astoria is Oregon's second city, having now a population of between 12,000 and 14,000. It is metropolitan in every respect, having all modern conveniences. Its principal transportation line, the Astoria & Columbia River railroad, maintains the best service given in Oregon, and steamers ply regularly to all important points on the Pacific ocean, as well as to the inland cities of the state. It enjoys excellent street car, lighting and water systems, boasts of stores that are not surpassed in the Pacific northwest, and is gradually becoming a manufacturing center of importance. Its people are progressive, willing to aid any deserving enterprise, and during the year just closed have given liberally to the establishment of new enterprises. It is estimated that the population of the city has increased 20 percent during the past year, and the impetus given the principal industries during 1902 bids fair to continue for some years to come. No other northwest city has such flattering prospects, and another decade will see Astoria's population grown to 50,000.

Perhaps no other city on the entire Pacific coast holds out better inducements to the homeseeker or to the capitalist who desires profitable investment. The workmen of Astoria are

paid the highest wages prevailing anywhere in the country, all branches of trade being unionized, and there is scarcely an idle man to be found here. At all times of the year the demand for labor is good, and the stranger locating in this city need have no fear that employment cannot be found. The rapid development of the lumbering industry has created a very steady demand for laborers, and manufacturers are often sorely pressed for men.

In this western country the capitalist of medium wealth finds substantial openings in many lines. The fields for investment here are many and those seeking new business locations will find opportunities equal to any offered elsewhere in the west. The Astoria commercial bodies frequently provide sites for new enterprises and in other ways assist promoters in making their investments. During the year just passed the joint manufacturers committee of the Astoria Chamber of Commerce and Astoria Progressive Commercial association located five new enterprises which give employment to fully 500 persons, the people of the city liberally assisting some of the new concerns with cash subscriptions. Excellent sites with rail and water connection can be had almost for the asking.

The coming year gives promise of being the most prosperous in the history of this city. All lines of manufacture are making rapid advances, and railroad developments will result in renewed activity. The beginning of 1904 should see Astoria a city of 20,000 people and a still more bustling center of enterprise.

The outlook for the year 1903 is brighter than ever before. Astoria will produce almost \$5,000,000 in fish and lumber this year, or \$400 for every man, woman and child residing in the city. The value of the product of other industries is not here considered, but will add fully another million and a half to the total. The year will probably be one of the most prosperous in the history of the city.

The work of artificial propagation,

which has been carried on successfully for seven or eight years, insures a plentiful supply of salmon, and, with increased facilities for handling the supply, the pack will be a large one. Astoria will have one new cannery this year, that of the Tallant-Grant Packing company. This cannery will be located in the west end, and while labor only will be employed. Preparations are being made by the promoters to pack between 35,000 and 50,000 cases, and the institution will add materially to the local payroll. The Sanborn-Cutting Packing company's plant has been enlarged during the winter months and will have increased capacity, while the other packing houses will be in position to take care of all the fish offered. The pack of the lower river canneries will doubtless reach 350,000 cases, worth more than \$2,000,000. The several cold-storage plants last year handled \$1,250,000 worth of salmon, and will freeze and pickle even more this year. Including the fresh fish for local and nearby markets, the fisheries interests of Astoria will produce more than \$4,000,000 during 1903.

An even more notable gain will be made in lumbering. There are seven mills in Astoria and its suburbs, and the estimated output of these plants is 590,000 feet daily. This does not include the output of the Columbia mills, at Knappa, which are practically an Astoria institution, and which will cut an additional 90,000 feet daily. The total output of the Astoria mills per day will be as follows:

Hume Mill Co.	125,000
Clatsop Mill Co.	100,000
Astoria Box Co.	85,000
Necanicum Lumber Co.	65,000
Westport Mill Co.	60,000
Universal Co.	35,000
Warren & Lester	20,000
Total	500,000

This statement shows the output of the several mills in a day of 10 hours. On account of the heavy demand for lumber, however, the mills will all run overtime, and it is likely the output

will exceed 600,000 feet daily. But, taking the 10-hour capacity of the plants as a basis for the estimate, the weekly output of lumber will be 3,000,000 feet, and the output for the year 156,000,000 feet. This product will be worth in the neighborhood of \$2,000,000, of which about \$1,500,000 will be distributed among the loggers and employees of the mills.

In the following table are shown the value of the products of the principal industries of Astoria, the number of employees and the amount of money disbursed by employers for material and wages. This table is confined solely to the principal manufacturing enterprises, and does not include the value of the products of farms, shipyards, soda works, cooperages, paint manufactories, plumbing establishments, etc.:

Industry—	Value Product.	Amount Disbursed	Number Employed
Salmon	\$4,000,000	\$1,716,000	3915
Lumber	2,000,000	1,450,000	1250
Iron, brass, etc.	700,000	115,800	228
Beer and ice	150,000	22,500	25
Totals	\$6,850,000	\$3,304,300	5419

It would indeed be difficult to estimate the value of the other products of the city and county, but the grand total will unquestionably reach \$7,500,000, or about \$500 per capita. That more institutions will be secured during the present year is assured, and the output of Astoria's industries will show a decided gain over the figures here given.

The effect of this great production of wealth will be felt in every line of business. The golden harvest will be here, and he who fails to reap will himself be to blame.

### SOME FACTS OF INTEREST.

**ASTORIA HAS—**  
A \$2,000,000 gravity water system.  
A paid fire department.  
First-class street car service.  
Gas and electric lighting systems.  
Free public library.

Unexcelled transportation facilities.  
Complete school system.  
Good hotels.

Fine stores in all lines.  
Forty civic societies.  
Three daily and six weekly newspapers.

Excellent telegraph and telephone service.

Three banks and two express offices.  
First-class theater.  
Fourteen churches.

Labor unions, representing every branch of trade.

Two energetic commercial associations.

Two social clubs.  
Admirably conducted hospital.

Miles of manufacturing sites.

Plenty of fine residence and business property.

Is the only fresh water seaport on the Pacific coast.  
Is situated at the mouth of a river that drains an empire.  
Has a harbor large enough to accommodate the combined shipping of the Pacific coast.

Has a trunk line railroad connecting it with four transcontinental railroads.

Is the uttermost railroad extension point on the American continent.

Is 200 miles nearer Yokohama and other oriental ports than any other Pacific coast port.

Is tributary to large coal deposits awaiting development.

Is the salmon shipping center of the world.

Is the center of one of the greatest possible fishy interests that the country today possesses.

Is the only place where the chinook salmon is packed.